

SOUTHERN CALIFORNIA



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**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

## MEETING OF THE

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Thursday, August 17, 2006**

**9:30 a.m. – 12:00 p.m.**

**\*\*\*note start time\*\*\***

## SCAG Offices

**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**San Bernardino Conference Room**

**Los Angeles, CA 90017**

**(213) 236-1800**

## Video Conference Location

SCAG Inland Empire Office

3600 Lime Street, Suite 216

Riverside, CA 92501

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SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

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PAGE#      TIME

*Any item listed on the agenda (action or information)  
may be acted upon at the discretion of the Committee.*

**1.0      CALL TO ORDER**

**Richard Marcus, OCTA,  
Vice Chair**

**2.0      PUBLIC COMMENT PERIOD**

**Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.**

**3.0      CONSENT CALENDAR**

**3.1      Approval Items**

3.1.1      Approve Minutes of June 15, 2006      **1**  
                 **Attached**

**3.2      Receive and File**

3.2.1      Task Force Meeting Summaries      **12**  
                 **Attached**

**4.0      DISCUSSION ITEMS**

4.1      OCTA Long Range Transportation Plan      **Richard Marcus,**      15 minutes  
                 Adopted July 24, 2006      **OCTA**

**4.2      Standing Items**

4.2.1      Growth Forecast      **Hsi-Hwa Hu &**      30 minutes  
                 2007 RTP Regional Growth Forecast      **Simon Choi, SCAG**  
                 With Policy Impacts

Compass Subregional Growth      **Mark Butala,**      10 minutes  
                 Forecast Workshops      **SCAG**

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

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4.2.2	<u>Highways and Arterials</u> <i>System Management at the Corridor Level – I-880 Example</i>	<b>Tarek Hatata,</b> <b>System Metrics</b>	30 minutes
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4.2.3	<u>TDM / Non-Motorized</u> <i>No report</i>		
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4.3	<u>2007 RHNA Methodology and Assumptions for Estimating Regional Housing Construction Need</u>	<b>Joe Carreras,</b> <b>SCAG</b>	30 minutes
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## 5.0 STAFF REPORT

Staff will report on the RTP project submittals from the county transportation commissions, and discussions with FHWA regarding project cost increases and RTP amendments.

## 6.0 ADJOURNMENT

The next meeting of the Plans & Programs Technical Advisory Committee will be held at the SCAG offices on Thursday, September 21, 2006.

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## Plans & Programs Technical Advisory Committee (TAC)

June 15, 2006

### ***Minutes***

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**THE FOLLOWING MINUTES ARE A SUMMARY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING. THE AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The TAC held its meeting at the SCAG offices in Downtown Los Angeles. The meeting was called to order by Ty Schuiling, SANBAG.

#### **Members Present**

Jacki Bacharach	South Bay Cities COG
Gerald Bare	Caltrans-District 7
Shefa Bhuiyan	Caltrans-District 8
Joanna Capelle	SCRRA
Chuck Chanin	Ventura County
Deborah Diep	CDR, CSU Fullerton
Michael Fitts	Endangered Habitats League
Dana Gabbard	So. Calif. Transit Advocates
Bill Gayk	Riverside County TLMA
Falan Guan	LACMTA
Tarek Hatata	System Metrics Group
Mark Herwick	County of Los Angeles
Jack Humphrey	Gateway Cities COG
Deadra Knox	SCRRA
Mary Ann Krause	City of Santa Paula
Paula McHargue	LAWA
Catherine McMillan	CVAG
Miles Mitchell	LADOT
Ian Pari	City of Santa Clarita
Ray Pascua	City of Placentia
Karl Petty	Berkeley Transportation Systems
Richard Powers	Gateway Cities COG
Dilara Rodriguez	City of Los Angeles
Tracy Sato	City of Anaheim
Ty Schuiling	SANBAG
Gail Shiimoto-Lohr	OCCOG
Bruce Smith	Ventura County RMA
John Stesney	LACMTA
Jim Stewart	SCCED
Jack Tsao	City of Los Angeles
Tony Van Haagen	Caltrans-District 7
Kevin Viera	WRCOG
Carla Walecka	Transportation Corridor Agencies
Dianna Watson	Caltrans-District 7

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Plans & Programs Technical Advisory Committee (TAC)

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**Via audio/video conference**

Paul Fagan	Caltrans-District 8
Brian Kuhn	City of Palmdale
Ken Lobeck	RCTC

**SCAG Staff**

Joseph Alcock  
Naresh Amatya  
Joe Carreras  
Simon Choi  
Lynn Harris  
Hsi-hwa Hu  
Hasan Ikhrata  
Philip Law  
Rich Macias  
Annie Nam  
Frank Wen

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# Plans & Programs Technical Advisory Committee (TAC)

June 15, 2006

## ***Minutes***

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### **1.0 Call to Order and Introductions**

Mr. Ty Schuiling, SANBAG, called the meeting to order. Introductions were made.

### **2.0 Public Comment Period**

There were no comments.

### **3.0 Consent Calendar**

#### **3.1 Approval of Meeting Minutes from May 18, 2006**

The meeting minutes were approved with one correction from Ms. Gail Shiimoto-Lohr, OCCOG, regarding Item 4.2 of the minutes on page 4 of the agenda packet, fifth line from the bottom. The sentence referencing Ms. Shiimoto-Lohr should read:

“Ms. Gail Shiimoto-Lohr stated that the RTP forecast and its disaggregation of households to the census tract level would in fact be de facto zoning for housing, a policy issue on a technical forecast that needs to be discussed by the Plans & Programs TAC. If the RHNA were in fact to be part of the 2008 RTP projection, SCAG should ensure that the forecast is reviewed by local jurisdictions and that they understand that the housing allocations are a part of the forecast.”

### **4.0 Discussion Items**

#### **4.1 Infrastructure Bond Measure Report**

Mr. Don Rhodes, SCAG, presented this item. A handout was provided. On May 5, 2006, the state legislature passed and the governor signed four new bond bills including trailer amendments providing \$37 billion for new infrastructure. The transportation bond, through SB1266, provides \$19.925 billion, with \$17.2 billion towards mobility, transit, and congestion relief, \$1.5 billion for safety, security, and disaster preparation, and \$1.2 billion for air quality. Each bill must be approved by voters this November. Each bill identifies the order in which they will appear on the ballot.

In response to a question, Mr. Rhodes indicated that the transportation bill is polling well. Mr. Tarek Hatata, System Metrics, stated that the transportation and levy bills are the only ones currently polling over 50%.

There is a constitutional amendment (SCA7) that provides limited protection of Prop. 42 funds from the sales tax on gasoline. There is also a trailer bill, AB1467, that would allow four public/private partnership projects and four HOT lane projects. It also provides a procurement process that may include design-build. Final approval is needed by legislation.

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## Plans & Programs Technical Advisory Committee (TAC)

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The SCAG region can expect roughly \$8.3 billion or 42% of the statewide amount for transportation, with \$5.2 billion being discretionary and \$3.1 billion through formula.

In response to a question, Mr. Rhodes stated that there has been more revenue coming in from the sales tax on gasoline and there are suggestions of using a portion of Prop. 42 revenues to retire the transportation bond. Staff will provide clarification.

In response to a question, Ms. Annie Nam, SCAG, stated that both Orange and Imperial Counties will have sales tax measures on the November ballot. Mr. Ty Schuiling, SANBAG, stated that there may be a self-help provision in the bill whereby those counties that have sales tax revenues can get additional state funding. This provision was intended as an incentive for those counties to approve their own local sales taxes. Mr. Rhodes clarified that one of the criteria concerning the distribution of bond funds is the availability of local or federal funds.

Mr. Rhodes stated that four counties had sales tax measures on the June ballot, but none of them passed—Merced 63%, Monterey 56%, Napa 52%, and Solano 45%.

#### 4.2 Goods Movement Update

Ms. Nancy Pfeffer, SCAG, gave an update on the Multi-County Goods Movement Action Plan. The need for this plan grew out of several attempts to develop a regional goods movement system including a truck lane system. A fact sheet was handed out and it is available at [www.metro.net/mcgmap](http://www.metro.net/mcgmap). The Action Plan will develop a consensus strategy and implementation plan in partnership with the private sector. Ms. Pfeffer noted that San Diego County will be brought in to the overall project. There is a survey as part of the outreach activities, and it is available on the project web site. The project began in July 2005, and the anticipated completion date is March 2007. Project information will be fed into the next RTP, the draft of which is scheduled for June/July 2007. To facilitate that input, the Action Plan will be a standing item on the Goods Movement Task Force.

So far, a technical memorandum has been developed that summarizes existing conditions. Other reports in process will address future forecasted conditions, economic impacts of the current goods movement system, and environmental impacts of the current goods movement system. A project subcommittee was recently formed to evaluate project strategies. The study will evaluate three scenarios: a baseline condition with 42 million TEUs per year, a baseline condition with lower-than-expected trade growth and 30 million TEUs per year, and a full-investment scenario with 42 million TEUs per year. Evaluation criteria are being discussed; point values would be assigned based on different project characteristics. Mr. Tarek Hatata, System Metrics, noted that for the alternatives evaluation, we should use performance measures that are consistent with the RTP.

In reference to the project's three scenarios, Mr. Ty Schuiling, SANBAG, stated that some of the study participants doubt that the 42 million TEUs can be met without additional infrastructure investment. He also noted the importance of coordination with other regional efforts such as the I-710 corridor effort.

#### 4.3 Finance Task Force Report

Ms. Annie Nam, SCAG, presented this item. A handout was provided. Staff has met with the county transportation commissions, IVAG, and Metrolink to discuss the information that is needed to begin the RTP financial forecast effort, including assumptions about costs and revenue sources. SCAG has asked the county commissions to provide more detailed information on project costs.

From a regional perspective, it is important to utilize consistent assumptions for all counties. One of the critical areas that should be addressed include assumptions about the ability to meet air quality attainment goals, which would affect Congestion Mitigation and Air Quality (CMAQ) revenues. Other issues include representing figures in constant dollars versus escalated dollars, and addressing debt service.

A number of assumptions would also have to be made regarding the possible extension or imposition of county sales taxes for transportation, the availability of Proposition 42 revenues, and the decline in the federal trust fund balance.

In response to a question, Ms. Nam stated that the Federal Highway Administration (FHWA) has indicated that a greater than 10% cost increase for a project would require an RTP amendment. SCAG is continuing discussions with the federal agencies on how to address this issue. Mr. Tarek Hatata, System Metrics, stated that since we are updating the RTP every four years, we really need to focus on the first four years of projects. This is essentially the projects in the RTIP. Ms. Nam stated that the focus of the federal agencies is the consistency in project costs between RTIP and RTP. Even in four years, though, project costs have been increasing dramatically. Mr. Schuiling stated that given increases in materials costs over the last two years, the average project would experience the 10% threshold about every three-and-a-half to four months.

#### 4.4 Standing Items

##### 4.4.1 Growth Forecast

There was no report.



4.4.2 Highways and Arterials

*Freeways Performance Measurement System (PeMS) Presentation*

Dr. Karl Petty, Berkeley Transportation Systems, presented this item. A handout was provided. PeMS was developed over the last few years to help Caltrans better manage the freeway system. PeMS collects data from the freeways, performs calculations on the data to assess the performance of the system, and helps visualize the results which can be presented to decision makers. PeMS is a real-time Archive Data Management System that collects a massive amount of raw detector data from nine Caltrans districts. On the PeMS website, “dashboards” present real-time data, historical data, and information on detector health.

Dr. Petty reviewed a PeMS real-time dashboard for Caltrans District 11. The dashboard includes traditional performance measures of VMT, VHT, and the ratio of VMT to VHT, called Q, which is a flow-weighted spatial performance measure. The dashboard also identifies some causes of congestion, such as major bottlenecks in the District and incidents from the CHP. The dashboard also includes a route travel time analysis for selected routes, comparing the latest available travel time with the historical travel time. There are drill-down capabilities to view maps and charts. For example, PeMS displays the variability of travel time versus time of day, and can help identify whether the level of travel time variability is changing over time. PeMS can plot Buffer Time Index (BTI), which is the amount of extra time needed to complete the trip 95% of the time, expressed as a ratio to mean travel time.

In response to a question, Dr. Petty stated that there is a PeMS dashboard that can look at the total amount of delay on the freeway system and break it down to approximate causes such as recurrent versus accidents. While traditional measures have shown that non-recurring congestion accounts for 50% of total delay, the PeMS data have shown that accidents actually account for much less than that. However, this does not include incidents that are not collisions.

Next, Dr. Petty reviewed a PeMS historical or long-term trend dashboard. This dashboard presents system-wide performance measures over the last six months, such as VMT, Q, and lost productivity. Drilling down, PeMS can present safety data over time and over space. All of the TESIS incidents are collected for the state and geo-located to specific points on the freeway system. An overlapping segment analysis plot identifies graphically, for a particular freeway/direction, the number of car crashes by postmile and time of day. PeMS can also plot incident counts over time and compare this to VMT trends to see if the rate of incidents is increasing.

PeMS can examine data for persistent drops in speed on specific corridors and identify bottlenecks in a District. Users can examine the variability of the bottleneck over the course of each day and view spatial contour plots showing speed versus space and time. PeMS can also depict Level of Service (LOS) for specific freeway segments over the course of the day.

Finally, Dr. Petty discussed a recent project completed for SANDAG, which wanted to do long-term performance measure tracking with PeMS. SANDAG provided predefined postmile ranges on the freeway system, and a new PeMS feature was implemented to enable processing and analysis about the predefined freeway segments. PeMS was able to produce performance measures for the specific routes such as the traditional measures of VMT, VHT, delay, and also travel time for every time of the day, and the buffer time index. Moreover, these measures were calculated using data as far back as 2002 to provide a long-term trend.

Mr. Hatata stated that we will be using PeMS to examine bottlenecks in the region and compare the locations to proposed transportation projects for the RTP.

In response to a question, Dr. Petty stated that arterial-level data can be integrated with PeMS as long as there are sensors on the city streets. Mr. Hatata added that SANDAG wants to help make PeMS multimodal over the next three to four years by linking in arterial data and also transit data using GPS technology.

#### 4.4.3 TDM/ Non-Motorized *Non-Motorized Scope of Work*

This item was postponed due to time constraints.

#### 4.5 Recommendations on RTP Goals, Policies, Performance Measures

This item was advanced ahead of Item 4.4. Mr. Tarek Hatata, System Metrics, presented this item. Regarding the bond measure, Mr. Hatata noted that out of \$19 billion, we have \$750 million for SHOPP, \$250 million of which is going to local streets for signal prioritization and the rest for mainly pavement and very little for operations. The \$750 million is less than 5% of the total bond budget.

Regarding RTP goals, the recommendation is to add a goal to address security. It reads, "Ensure the readiness of the transportation agencies in the Region to mitigate large scale security problems and coordinate with other responsible authorities." Mr. Ty Schuiling, SANBAG, suggested a more proactive intent, with the goal to minimize the likelihood of security problems rather than just to mitigate them. Ms. Gail

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## Plans & Programs Technical Advisory Committee (TAC)

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Shiomoto-Lohr, OCCOG, suggested that a more appropriate phrase would be “to respond to” rather than “to mitigate,” which has an environmental component to it. Mr. Dana Gabbard, So. Cal. Transit Advocates, suggested the phrase “emergency preparedness” rather than “readiness.”

Next, Mr. Hatata addressed the RTP policies. Mr. Hatata stated that the 2004 RTP included \$6.6 billion in operations and maintenance. However, the SHOPP itself has actually decreased since then. This has placed us in a situation of having a maturing system such as our state highway system that is receiving less investment over time. There are almost no more debates that operational investments produce a better benefit-cost, in general, than an expansion, whether transit or highway. The recommendation is to stress maintenance and operations in the RTP policy, which reads, “The RTP will place a high priority on the safety, maintenance, and efficient operations of the multi modal transportation system. In doing so, the RTP will include specific long term commitments from and reflect consensus among state and regional agencies to fund this priority adequately.”

Mr. Schuiling stated that the 2006 STIP, for the first time, has no federal money in it whatsoever. All of the funding is state money, and all of the funding in the highway portion is from Prop. 42, which funnels the money directly to the STIP. The State Highway Account, the historic funding source for the STIP, has a hierarchy of uses: support for Caltrans, local assistance funding, SHOPP, and then the STIP. Now there is not enough money to get even as far down the hierarchy as the SHOPP. To solve this problem, we have to make a more fundamental change in the process. Mr. Hatata stated that we could include operational and maintenance projects in the RTIP rather than waiting for the state and federal structures to be changed. Whenever we get a boost in the economy and more funding, we fight an increase in SHOPP because it means a decrease in STIP. The first thing that goes in SHOPP when it is decreased is mobility (operations). Statewide mobility investments in technology to improve system productivity average less than \$50 million a year. Mr. Schuiling stated that programming regional share STIP money to perform the work that, historically, federal money has been responsible for, is probably the right thing to do but is political dynamite. It merits participation on the part of elected officials.

Ms. Gail Shiomoto-Lohr, OCCOG, stated that local jurisdictions are required under GASB34 to do asset management, and asked if the state is required to implement GASB34. Mr. Hatata stated that Caltrans does identify standards and the amount of funding necessary to achieve the standards, but does not control the amount of funding it receives.

Next, Mr. Hatata recommended a new policy to address the uncertainties of higher energy prices, which reads, “The RTP will consider the potential implications of higher energy prices and discuss the associated transportation consequences, including possible changes to its investment plans.” Higher energy prices could reduce demand

on the highway system, thereby reducing demand. Mr. Schuiling stated that we should also address the change in the revenue stream that would result in changes in VMT.

Mr. Schuiling asked to agendaize for the next meeting the removal of policy #4 regarding HOV gap closures.

Moving on to performance measures, Mr. Hatata stated that it will be difficult to agree on a measure for security. The recommendation is to not add a security-specific measure at this point. Additionally, Mr. Hatata stated there are recommendations to add PM 2.5 and airborne toxics to the environmental performance measure, with the caveat that we still need to confirm we have the tools to estimate airborne toxics.

In response to a question, Mr. Hatata noted that accident data for heavy duty trucks is available for the state highway system, but it may require a significant amount of effort to extract from the TESIS database. He will continue to evaluate the feasibility of using this data for the RTP safety measure.

#### 4.6 RHNA Presentation & Selection of Delegates to Regional/Subregional Task Force

Mr. Hasan Ikhata, SCAG, presented this item. Handouts were provided. Mr. Ikhata asked for the selection of representatives from the TAC to the joint meeting to discuss RHNA. Mr. Ty Schuiling, SANBAG, stated that the meeting announcement went to the entire TAC and so the members likely believed they were all invited to the joint meeting.

Mr. Ikhata referred to the memo dated June 15<sup>th</sup> to the Regional/Subregional Task Force, Policy Committee Representatives, and TAC Representatives. The background section of the memo discusses the settlement agreement that SCAG signed at the conclusion of the last RHNA cycle's litigation. Actual language from the agreement is provided, which states that SCAG will "...support legislative initiatives that call for local governments and regions to plan for a 20 year site inventory...." Mr. Ikhata stated that staff believes the existing RHNA statute does not work because it begins with a survey of AB2158 factors before we have anything to discuss, and because it does not adequately link transportation and land use.

Mr. Ikhata discussed staff's proposal for a RHNA Pilot Program. First, SCAG will develop a 20-year forecast for three variables: population, households, and employment. Next, SCAG will convert the households into housing units at the regional and county level, and then disaggregate to the city level. SCAG will hold at least one workshop in each subregion, and cities that do not agree with the forecast can ask for consideration of the AB2158 factors. Once the workshops are completed, the Regional Council will approve the forecast and submit it to HCD. If SCAG's regional forecast is within +/- 4% of HCD's forecast, HCD will certify the forecast. If not, a panel will be convened to review the forecast. In response to a question, Mr. Ikhata

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stated that HCD will approve the regional total, and it is up to the region to do the disaggregation.

Next, SCAG will begin the disaggregation to city by income category. The methodology will be consistent with the existing statute. Last time, in some instances we went 50% towards the county median, in other cases 75%. This time, it will still be an open discussion. After the allocation, if cities do not agree, they'll have a second opportunity to bring in the AB2158 factors. Either SCAG or the subregions will hold workshops to discuss the disagreements. If cities still do not agree with the allocation, we will start the trading program. The trading will be allowed between cities, cities and counties, within a subregion, and within logical approximate geographic areas. For example, trading could occur between Brea in Orange County and Chino Hills in San Bernardino County, but not between Santa Monica in Los Angeles County and Rancho Cucamonga in San Bernardino County. The goal is to yield a regional number that is consistent with the HCD-approved number. Once the trading concludes, the Regional Council will approve the final allocation and submit it to HCD.

Mr. Ikhata stated that if the Regional Council approves this proposal, SCAG will pursue legislation. In response to a question, Mr. Ikhata stated that trading will only occur between willing cities. Last time, 75% of the cities accepted their numbers.

In response to a question, Ms. Lynn Harris, SCAG, stated that under the existing statute, we would have been in consultation with the state starting last November, and we would have been given our number or reached consensus on our number by May 1. That's passed and we haven't done that. Under the Pilot, because we're suggesting there should be stronger linkage with the forecast and the need number, we're taking the last 2 ½ years of work on the growth forecast and then come back to you and the Regional Council and apply a need methodology to the growth forecast numbers before developing the statewide need number. The difference between the forecast and the need numbers is that the need numbers are by income category, which are census-based.

Mr. Schuiling stated that, if you were to frontload the forecast process efficiently and get something approaching consensus on the housing numbers for every jurisdiction, then the remaining issue would be the apportionment of need in accordance with the various affordability levels, and that might be the focus of trading.

In response to a question, Mr. Ikhata stated that the petitions must be made according to the AB2158 categories. In response to a question, Ms. Lynn Harris stated that we added the concept of the commute shed at the request of several of our elected representatives, who felt that limiting trading within only a subregion was too narrow for those cities that shared market areas or commute sheds on the periphery of their subregion. The definition, since we're linking this to transportation, would be those

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areas where we can draw a logical nexus between what's going on between cities or market areas. Market area is one of the factors in AB2158.

#### 5.0 **Staff Report**

There was no report.

#### 6.0 **Comment Period**

There were no comments.

#### 7.0 **Next Meeting Date & Adjournment**

The next meeting date was announced as July 20, 2006. The meeting was adjourned.

# MEMO

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**Date:** August 17, 2006  
**To:** Plans and Programs Technical Advisory Committee (TAC)  
**From:** Yu-Ying Chu, System Metrics Group, Inc.  
213-382-6875, Yuying\_Chu@sysmetgroup.com  
**Subject:** SCAG Regional Activities Relevant to RTP Development

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The following tables present a summary of the SCAG Regional Council as well as SCAG committees, sub-committees, advisory committees, and task forces relevant to the development of the RTP.

The table has three columns. The first column identifies the task force or committee. If available, a related website is provided. This column also gives the SCAG contact person for that committee.

The second column is a brief overview of the task force activities from the last meeting for which minutes are available. Note that this is only a brief paraphrasing of the minutes provided by System Metrics Group, Inc. It does not represent the entirety of the minutes from that meeting. Many routine items are not mentioned in this overview (e.g., Approval of prior meeting minutes, list of attendees). If an item is of interest to any member of this TAC, SCAG staff will be pleased to provide a copy of the minutes.

The third column lists the proposed agenda items for the next task force meeting. It also includes the proposed date, time, and location of the next meeting.

## SCAG 2006 PLANS & PROGRAMS TAC

### Task Force Activity Updates

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Transportation and Communications Committee (TCC)</b></p> <p>Website &amp; Meeting Minutes/Agendas:  <a href="http://www.scag.ca.gov/committees/tcc.htm">http://www.scag.ca.gov/committees/tcc.htm</a></p> <p>SCAG Contact: Cathy Alvarado  Contact Email: <a href="mailto:alvarado@scag.ca.gov">alvarado@scag.ca.gov</a>  Contact Phone: (213) 236-1896</p>	<p><b>June 1, 2006 MEETING MINUTES</b></p> <p><u>ACTION ITEMS</u></p> <p><b>2004 RTP Update Strategy/SAFETEA-LU Compliance</b>  Rich Macias, SCAG, stated that SCAG is updating the RTP in compliance with SAFETEA-LU's four-year cycle, however, an issue arises when the four-year cycle is implemented pertaining to air quality conformance in which SCAG staff has determined that this would create an unacceptable risk to the transportation commissions that may result in possible losses of federal transportation funds.  The report presents SCAG's proposed approach to the 2007/08 RTP update which would allow the region maximum flexibility in developing the next RTP while maintaining the transportation conformity on the current plan and the necessary flexibility to implement it to the extent possible. Mr. Macias presented four options that could help the region minimize the adverse impact of the potential amendment restrictions. Staff will not be adding new projects to the RTP, it will only be reformatting and inserting some new chapters to the plan. There is no issue regarding financial constraint or air quality conformity.  <i>Recommended Action:</i> Support</p> <p><b>Draft 2004 RTP Amendment – Omnitrans sbX Project</b>  Philip Law, SCAG, presented the proposal to add a bus rapid transit project, sbX FOR San Bernardino Express to the 2004 Regional Transportation Plan. Staff recommends that the Draft 2004 RTP Amendment and EIR Addendum be released for a 30-day public review.  <i>Recommended Action:</i> Support</p> <p><b>Draft 2006 Regional Transportation Improvement Program (RTIP)</b>  Rich Macias, SCAG, gave a presentation on the Draft 2006 RTIP. Staff has completed 60% of the Draft RTIP and estimated that the final draft would be done in two weeks. Staff recommended to release the Draft 2006 RTIP for public review and comments.</p>	<p>September 14, 2006, 10:00am – 11:45am  SCAG Offices, Riverside B</p> <p>AGENDA FOR MEETING NOT AVAILABLE</p>



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	<p><i>Recommended Action:</i> Support</p> <p><u>INFORMATION ITEMS</u>  <b>Infrastructure Bond &amp; Trailer Bill Summary and Presentation</b>  Don Rhodes, SCAG, stated that the legislature had finally come to an agreement and passed a package of \$37.3 billion dollars worth of bonds which will be on the November ballot. The bond measure is broken down into four separate bonds in the following amounts:</p> <ul style="list-style-type: none"> <li>• \$19.9 billion for transportation (SB 1266)</li> <li>• \$2.6 billion for housing (SB 1689)</li> <li>• \$10.4 billion for education (AB 127)</li> <li>• \$4 billion for flood protection (AB 140)</li> </ul> <p><b>July 6, 2006 MEETING MINUTES</b></p> <p><u>ACTION ITEMS</u>  <b>2006 Regional Transportation Improvement Program (RTIP)</b>  SCAG as the MPO must develop and submit to the State its 2006 RTIP in August 2006.  <i>Recommended Action:</i> Approve the Draft 2006 RTIP and associated transportation conformity determination, and also recommend to the Regional Council that it delegate authority to the Executive Committee to approve the final 2006 RTIP and associated transportation conformity determination.</p> <p><b>Delegation of Authority to Executive Committee to Adopt the 2004 Regional Transportation Plan (RTP) Amendment</b>  On June 1, 2006, the TTC released the Draft Amendment for a 30-day public review. The final document, including responses to comments, will not be completed until August. However, the Regional Council and Policy Committees will not meet in August.  <i>Recommended Action:</i> Approve the Draft 2004 RTP, and also recommend to the Regional Council that it delegate authority to the Executive Committee to approve the final 2006 RTIP and associated transportation conformity</p>	

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

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	<p>determination.</p> <p><b>Resolution Regarding the 710 Gap Closure Tunnel Alternative</b>                      Resolution to support continued planning for the completion of the 710 Gap Closure using the Tunnel Alternative.  <i>Recommended Action:</i> Approve Resolution.</p>	
<p><b>Aviation Technical Advisory Committee (ATAC)</b></p> <p>Website:  <a href="http://www.scag.ca.gov/aviation">http://www.scag.ca.gov/aviation</a></p> <p>SCAG Contact: Mike Armstrong                      Contact Email: <a href="mailto:armstron@scag.ca.gov">armstron@scag.ca.gov</a>                      Contact Phone: (213) 236-1914</p>	<p>MEETING MINUTES NOT AVAILABLE</p>	<p>AGENDA FOR MEETING NOT AVAILABLE</p>
<p><b>Modeling Task Force</b></p> <p>Website: <a href="http://www.scag.ca.gov/modeling/mtf/">http://www.scag.ca.gov/modeling/mtf/</a></p> <p>SCAG Contact: Dale Iwai                      Contact Email: <a href="mailto:iwai@scag.ca.gov">iwai@scag.ca.gov</a>                      Contact Phone: (213) 236-1894</p>	<p><b>May 24, 2006</b></p> <p>MEETING MINUTES NOT AVAILABLE</p> <p><b>July 26, 2006</b></p> <p>MEETING CANCELLED</p>	<p>September 27, 2006, 9:30am – 11:30am                      SCAG Offices, Riverside A</p> <p>MEETING AGENDA NOT AVAILABLE</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

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<p><b>Transportation Finance Task Force</b></p> <p>Website:  <a href="http://www.scag.ca.gov/transportation%2Dfinance/tfff.htm">http://www.scag.ca.gov/transportation%2Dfinance/tfff.htm</a></p> <p>SCAG Contacts:            Annie Nam            Joseph Alcock            Contact Emails:  <a href="mailto:nam@scag.ca.gov">nam@scag.ca.gov</a>  <a href="mailto:alcock@scag.ca.gov">alcock@scag.ca.gov</a>            Contact Phones:            (213) 236-1827            (213) 236-1848</p>	<p><b>June 14, 2006</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>NEXT MEETING CANCELLED UNTIL FURTHER NOTICE</p>
<p><b>MagLev Task Force</b></p> <p>Websites:  <a href="http://www.scag.ca.gov/maglev.htm">www.scag.ca.gov/maglev.htm</a>  <a href="http://www.calmaglev.org">www.calmaglev.org</a></p> <p>SCAG Contact: Pria Hidisyan            Contact Email: <a href="mailto:hidisyan@scag.ca.gov">hidisyan@scag.ca.gov</a>            Contact Phone: (213) 236-1953</p>	<p><b>May 11, 2006 MEETING MINUTES</b></p> <p><u>ACTION ITEMS</u>            There were no action items.</p> <p><u>INFORMATION ITEMS</u>  <b>Results of Alignment Design</b>            David Chow, IBI Group, provided an update on the results of the alignment design for the Preliminary Engineering work on the Initial Operating Segment (IOS). Marc Cooley, IBI Group, described the three potential alignment options, various guideway structures that would be needed in different sections, tunnel options, and design speed considerations and constraints specific to each alignment. The average speed is comparable for each alignment option. Cost figures will be provided in an upcoming presentation.</p> <p><b>High-Speed Ground Access System Design Kickoff</b>            David Chow, IBI Group, introduced the work plan, team, and</p>	<p>September 14, 2006 - 11:00am – 1:00pm            SCAG Offices, Riverside B</p> <p>MEETING AGENDA NOT AVAILABLE</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

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	<p>schedule for the High-Speed Ground Access System Design.</p> <p><b>High-Speed Transit Joint Powers Authority (JPA)</b>  Zahi Faranesh provided an information update on the recent recommendation made by the Transportation Committee of the City of Los Angeles to prepare a draft document for a Joint Powers Authority for a high speed ground transit system. The Los Angeles City Council will take action on this recommendation.</p> <p><b>Update on Shanghai Maglev Trip</b>  Zahi Faranesh provided an update on the Shanghai Maglev Trip. Mr. Greig Smith noted that the new date for the trip is July 19.</p> <p><b>June 8, 2006 MEETING MINUTES NOT AVAILABLE</b></p> <p><b>July 13, 2006 MEETING MINUTES NOT AVAILABLE</b></p> <p><b>August 10, 2006 MEETING CANCELLED</b></p>	
<p><b>Aviation Task Force</b></p> <p>Website:  <a href="http://www.scag.ca.gov/aviation">www.scag.ca.gov/aviation</a></p> <p>SCAG Contact: Mike Armstrong  Contact Email: <a href="mailto:armstron@scag.ca.gov">armstron@scag.ca.gov</a>  Contact Phone: (213) 236-1914  Or Alan Thompson  Contact Email: <a href="mailto:Thompson@scag.ca.gov">Thompson@scag.ca.gov</a>  Contact Phone: (213) 236-1940</p>	<p>MEETING MINUTES NOT AVAILABLE</p>	<p>AGENDA FOR MEETING NOT AVAILABLE</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

<b>Committee/Task Force</b>	<b>Overview of Minutes of Last Meeting</b>	<b>Agenda for Subsequent Meeting</b>
<p><b>Goods Movement Advisory Committee (GMAC)</b></p> <p>Website: <a href="http://www.scag.ca.gov/goodsmove/">www.scag.ca.gov/goodsmove/</a></p> <p>SCAG Contact: Philbert Wong Contact Email: <a href="mailto:wong@scag.ca.gov">wong@scag.ca.gov</a> Contact Phone: (213) 236-1883</p>	<p><b>June 21, 2006</b></p> <p>MEETING MINUTES NOT AVAILABLE</p> <p><b>July 19, 2006 MEETING CANCELLED</b></p> <p><b>August 16, 2006 MEETING CANCELLED</b></p>	<p>September 20, 2006 - 9:00am-11:00am SCAG Offices, Downtown Los Angeles</p> <p>AGENDA FOR MEETING NOT AVAILABLE</p>
<p><b>Regional Transit Task Force (RTTF)</b></p> <p>SCAG Contact: Jeremy Bailey Contact Email: <a href="mailto:bailey@scag.ca.gov">bailey@scag.ca.gov</a> Contact Phone: (213) 236-1867</p>	<p>MEETING MINUTES NOT AVAILABLE</p>	<p>AGENDA FOR MEETING NOT AVAILABLE</p>
<p><b>Transportation Conformity Working Group Interagency Consultation</b></p> <p>Website: <a href="http://www.scag.ca.gov/tcwg/">http://www.scag.ca.gov/tcwg/</a></p> <p>SCAG Contact: Jessica Kirchner Contact Email: <a href="mailto:kirchner@scag.ca.gov">kirchner@scag.ca.gov</a> Contact Phone: (213) 236-1983</p>	<p><b>June 27, 2006</b></p> <p><u>INFORMATION ITEMS</u> <b>RTIP Update</b> Staff has concluded its analysis of the 2006 RTIP and it is now posted on SCAG's website. The 30 day public review began on June 26<sup>th</sup> and will end on July 25<sup>th</sup>. The public hearing is scheduled for June 29 at 10:00 a.m. at the SCAG office.</p>	<p>August 22, 2006, 10:00am -12:00pm SCAG Offices, Downtown Los Angeles</p> <p>AGENDA FOR MEETING NOT AVAILABLE</p>

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	<p><b>TCM Update</b>  Staff has analyzed the TCMs for all of the counties. One pending issue to be resolved concerns a substitution proposed by MTA for the replacement for the Thompson Creek Bicycle Trail. Staff plans to resolve this issue during the public review period.</p> <p>All of the TCM lists will be posted on SCAG's website as part of the RTIP.</p> <p><b>RTP Update</b>  Staff went to the Transportation and Communications Committee (TCC) last month to get approval on how staff recommends moving forward with the RTP process. Staff has a two-prong approach: 1) prepare a "Gap Analysis" to bring the 2004 RTP into compliance with the provisions of SAFETEA-LU, and 2) continue working towards a full update of the 2007 RTP. SCAG's current schedule is to adopt the next RTP in December 2007. If the Gap Analysis is approved, however, then SCAG can take advantage of the full four year RTP cycle.</p> <p><b>SAFETEA-LU Earmark Project on I-5</b>  Steve Novotny, Caltrans District 7, gave a presentation of the I-5 HOV and truck lane project. The project report and environmental document is scheduled to be completed by June 2008, design to be completed in January 2010, and construction to be completed by June 2013.</p> <p><b>AQMP Update</b>  The SCAQMD is reviewing some of the strategies that were identified at the Air Quality Summit held in June as well as looking at additional emission reduction strategies that will be reviewed internally. The SCAQMD is still working on the emission inventories and has a target date of October 2006 for the release of the draft AQMP.</p> <p><b>Interagency Review of Projects: PM Hot Spot Analysis</b>  Twenty-two interagency review forms and associated information were submitted for TCWG review to determine whether or not they are "projects for air quality concern" (POAQC) for project-level conformity purposes. Time</p>	

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	<p>constraints precluded review of three of the projects. Future submittals will be reviewed by the TCWG on a first-come-first-serve basis.</p> <p><b>July 25, 2006 MEETING MINUTES NOT AVAILABLE</b></p>	